

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A vehicular antiskid control apparatus comprising:  
a first controller ~~that estimates~~ configured to determine whether road surface friction coefficients corresponding to a right-side wheel and a left-side wheel of a vehicle are different from each other; and

a second controller ~~that reduces~~ configured to reduce a fluctuation in a brake pressure of a higher-friction coefficient road surface side wheel, of the right-side wheel and the left-side wheel, caused by execution of an antiskid control state on that wheel if it is determined by the first controller that the road surface friction coefficients corresponding to the right-side wheel and the left-side wheel are different from each other, wherein during execution of the antiskid control state on a lower-friction coefficient road surface side wheel of the right-side wheel and the left-side wheel, the second controller reduces a threshold reference value from a standard braking slip amount to a reduced braking slip amount for determining to start the antiskid control state on the higher-friction coefficient road surface side wheel.

2. (Cancelled)

3. (Currently Amended) The vehicular antiskid control apparatus according to claim-2 1, wherein the second controller increases a degree of reduction of the reference value for making the determination to start the antiskid control on the higher-friction coefficient road surface side wheel as a vehicle speed increases.

4. (Original) The vehicular antiskid control apparatus according to claim 1, wherein the second controller reduces at least one of an amount of increase and an amount of decrease in the brake pressure caused by the antiskid control executed on the higher-friction coefficient road surface side wheel.

5. (Original) The vehicular antiskid control apparatus according to claim 4, wherein the second controller controls the brake pressure of the higher-friction coefficient road surface side wheel in a pre-set specific pressure increase/decrease pattern so that at least one of the amount of increase and the amount of decrease in the brake pressure caused by the antiskid control is reduced.

6. (Original) The vehicular antiskid control apparatus according to claim 1, wherein if the antiskid control is being executed on a lower-friction coefficient road surface

side wheel, of the right-side wheel and the left-side wheel, and a condition for starting an antiskid control yaw control on a higher-friction coefficient road surface side wheel is met, the second controller reduces the fluctuation in the brake pressure of the higher-friction coefficient road surface side wheel.

7. (Original) The vehicular antiskid control apparatus according claim 1, wherein if a difference between a brake pressure increase/decrease time of the right-side wheel and a brake pressure increase/decrease time of the left-side wheel is greater than or equal to a reference value while the antiskid control is being executed on one of the right-side wheel and the left-side wheel, the first controller determines that the road surface friction coefficients corresponding to the right-side wheel and the left-side wheel are different from each other.

8. (Original) The vehicular antiskid control apparatus according to claim 1, wherein the right-side wheel and the left-side wheel are front wheels of the vehicle.

9. (Currently Amended) A vehicular antiskid control method ~~by~~ comprising:  
determining whether road surface friction coefficients corresponding to a right-side wheel and a left-side wheel are different from each other; and

reducing a fluctuation in the brake pressure of a higher-friction coefficient road surface side wheel, of the right-side wheel and the left-side wheel, caused by execution of ~~the~~ an antiskid control state on that wheel if it is determined that road surface friction coefficients corresponding to the right-side wheel and the left-side wheel are different from each other, wherein during execution of the antiskid control state on a lower-friction coefficient road surface side wheel of the right-side wheel and the left-side wheel, the second controller reduces a threshold reference value from a standard braking slip amount to a reduced braking slip amount for determining to start the antiskid control state on the higher-friction coefficient road surface side wheel.